

Amendments to the Claims:

The listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claim 1-4. (Cancelled)

Claim 5. (Currently Amended) A vehicle control apparatus comprising:

a gear [[type]] transmission having,

plural gears and plural mesh [[type]] clutches, which are connected selectively for forming first and second torque transmitting paths between an engine and an output shaft, and

a torque correcting mechanism for transmitting torque temporarily from said engine to said output shaft when said first torque transmitting path is switched to said second torque transmitting path, wherein:

torque of said engine is controlled so as to suppress torque shock during a period when torque decrease of said output shaft is corrected by said torque correcting mechanism.

Claim 6. (Currently Amended) A vehicle control apparatus comprising:

a gear [[type]] transmission forming torque transmitting paths for transmitting torque from an engine to an output shaft; wherein,

said torque transmitting paths comprise

a first torque transmitting path and a second torque transmitting path formed by connecting gears and mesh [[type]] clutches, selectively, and

a third torque transmitting path for transmitting torque temporarily from said engine to said output shaft when said first torque transmitting path is switched to said second torque transmitting path; and

torque of said engine is controlled so as to suppress torque shock during a period when said third torque transmitting path is formed.

Claim 7. (Previously Presented) A vehicle control system comprising:

an actuator for controlling a torque correcting mechanism that switches selectively between a first torque transmitting path and a second torque transmitting path for transmitting an engine torque to an output shaft, and also transmits said engine torque to said output shaft via a torque transmitting path which differs from said first and second torque transmitting paths; and

a controller for controlling said actuator and for controlling said engine torque by controlling an electronic controlling throttle; wherein,

said actuator transmits said engine torque to said output shaft temporarily by controlling said torque correcting mechanism when said first torque transmitting path is switched to said second torque transmitting path; and

said controller controls said electronic controlling throttle when said actuator controls said torque correcting mechanism and said engine torque, so as to suppress torque shock.